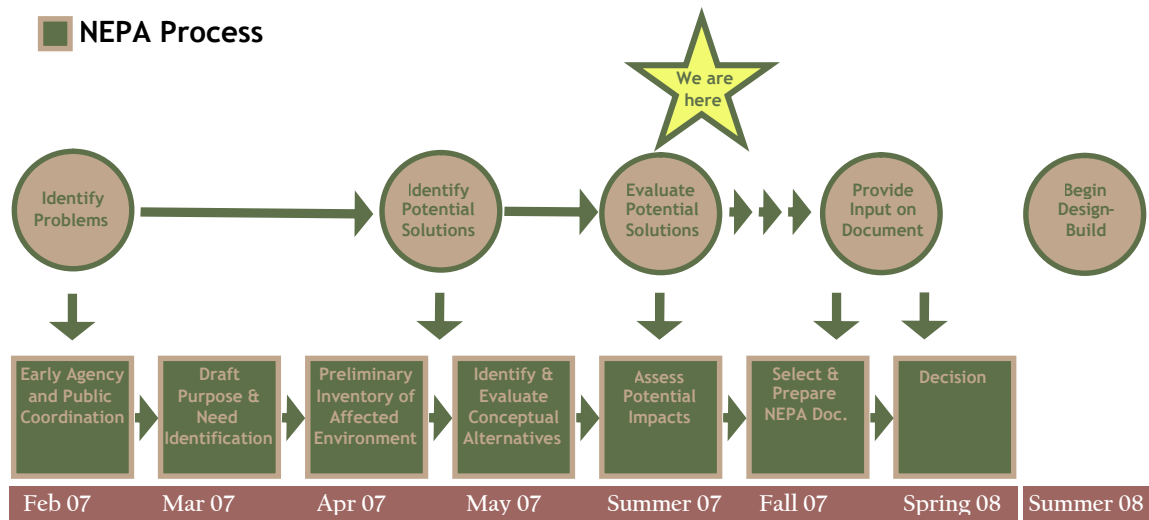


SR-92 Alternative Open House - Frequently Asked Questions

1. What is the remaining schedule for this project?

● Agency and Public Involvement

■ NEPA Process



The construction start date is dependent on approval of the Environmental Assessment.

2. Is there anything that can be done to expedite the project schedule?

There is nothing further UDOT can do to shorten the environmental document schedule; however, UDOT is currently preparing a management team to select a design-build contractor immediately following approval of the environmental document.

3. What can be done to ensure traffic projections are realistic and adequately address future needs along the corridor?

The project team is planning for improvements to accommodate traffic on through the year 2030. The project team has conducted interviews with local officials and large employers to project development and population growth in the project area and estimate future traffic loads. Traffic projections must be based on city zoning plans and planned developments, not past trends.

4. There is a lot of development slated for this area. Are you taking this development into consideration when determining the number of lanes?

Yes. Improvements to SR-92 will be designed to accommodate traffic through the year 2030. We are working closely with the Cities of Highland and Lehi to understand current and future development along this corridor. The number of lanes will be determined by projected traffic in the year 2030—not by what it is today.

5. *Will there be noise barriers along SR-92? What is the noise process?*

The option for noise barriers will be offered only if the following criteria are met:

- A traffic noise impact must be identified
- Noise walls must reduce noise by at least five decibels on properties adjacent to the roadway
- Noise walls must be cost effective (not to exceed approximately \$25,000 to \$30,000 per residence)
- Construction of walls must be feasible in the affected area(s) and meet local wall ordinances
- Balloting results must show that most property owners in the affected area(s) favor noise barriers (calculated according to the UDOT noise policy)

6. *What is the funding for this project? Is there enough funding for all the improvements in the design options?*

The current project budget is just under \$80 million. Depending on the final alternative design, there may not be adequate funding to construct the entire project at one time.

7. *What is access control, and how does it apply to this project?*

Access control refers to the control of turning movements into driveways and side streets along a road. Freeways, like I-15, have no access points except at interchanges. Arterials like SR-92 can have access points ranging from very limited access, like Bangerter Highway, to many access points, like State Street. Limiting access points improves traffic flow on the main corridor. Access points can be controlled by not allowing construction of driveways or side roads, or by construction of raised islands in the median to limit left turns in to and out of driveways. Replacing signals with raised medians at some intersections on SR-92 could also improve traffic flow and decrease travel time along the corridor.

8. *How do you decide where signals should go?*

If there is enough traffic making turns in to or out of driveways or side streets then a signal is warranted. There are standards designated by The National Committee on Manual of Uniform Traffic Control Devices that regulate what traffic levels warrant a signal. When signals are not added where needed, motorists have long waiting periods to make turns, and safety is compromised.

For further information regarding the SR-92 project, please visit the project web site at www.udot.utah.gov/sr-92. You may also contact the project team by phone at (801) 262-8700 or by e-mail at sr-92@hwlochner.com. Thank you.